

# City Council Update on the Planning Study for the South Linden Avenue and Scott Street Grade Separation Project

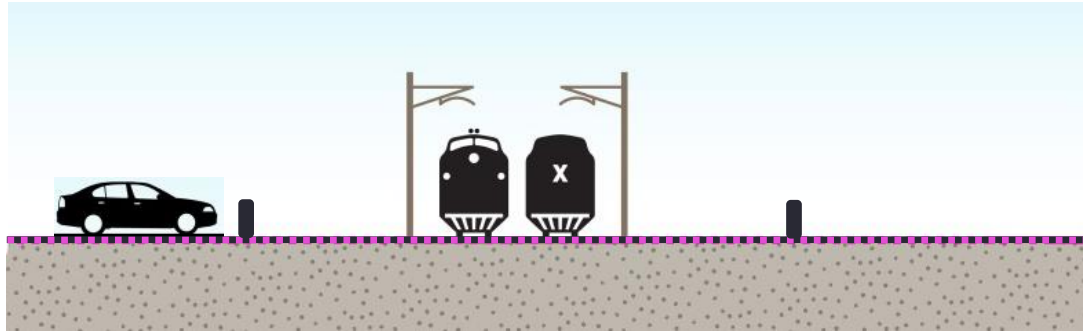
City Council Meeting  
November 24, 2020

Public Works Department



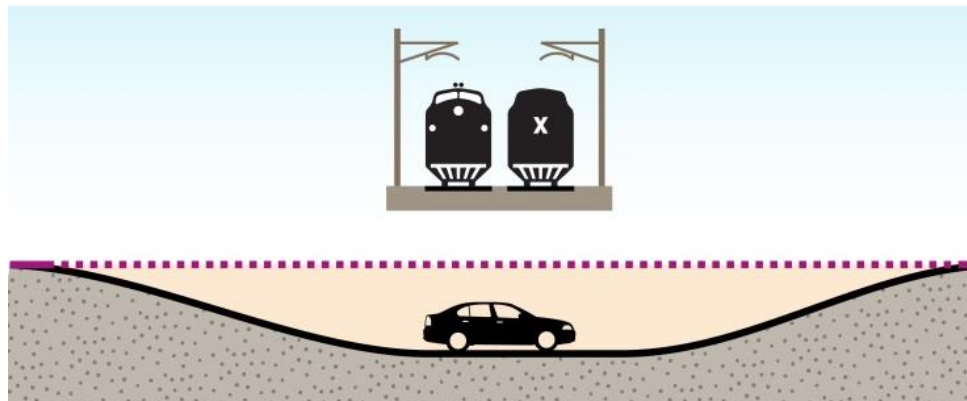
## AT- GRADE

- Road and tracks intersect at different elevations



## GRADE SEPARATION

- Road and tracks intersect at different elevations



# WHY BUILD A GRADE SEPARATION?

To protect the City of San Bruno, its residents, and its neighborhoods from the impact of more trains.

- Increased safety
- Reduced noise
- Reduced congestion

# PROJECT DEVELOPMENT TEAM

- City of San Bruno
- City of South San Francisco
- Caltrain
- Consultants
  - AECOM (Lead Technical)
  - APEX (Public Outreach)
  - CDM Smith (Traffic)



# AGENDA

- Objectives
- Summary of Work Performed to Date
- Outreach Plan and Community Feedback for Pedestrian / Bicycle Crossing Staff
- Staff Recommendation
- Next Steps
- Questions
- City Council Direction

# OBJECTIVES

- Provide update and summary of feedback
- Provide staff recommendation
- Receive direction from the City Council on the preferred pedestrian/bicycle crossing type at Scott Street



# WORK PERFORMED TO DATE

- August 2018: SSF & San Bruno Community Meeting #1
- June/October 2018: SSF & San Bruno Council Updates
- August 2019: San Bruno Only Community Meeting #2
- November 2019: San Bruno City Council Update
- January 2019: SSF City Council Update
- June 2020: SSF & San Bruno Community Meeting #3
- August 2020: San Bruno City Council Update
- October to November 2020: Virtual Open House/Survey
- November 2020: San Bruno City Council Update

# KEY DIRECTIONS PROVIDED


- October 2018
  - Prepare traffic study
  - Obtain additional community feedback on alternatives
- November 2019
  - Close Scott Street to vehicular traffic
  - Provide pedestrian and bicycle grade separated crossing
  - Addresses safety and traffic congestion while not requiring residential property acquisitions
- August 2020
  - Raise railroad tracks 2.5 feet
  - Obtain additional community feedback on ped/bike crossing



# OUTREACH PLAN

- Virtual Open House with Survey (Oct 15 – Nov 4)
- Mailers (bilingual) to approximately 450 properties in the Fifth Addition and within City limits east of tracks
- Door hangers (bilingual) to properties and businesses surrounding the Scott Street crossing
- Door-to-Door for homes on Herman between Buena Vista Avenue and Atlantic Avenue
  - Hard copy packets when requested
  - Bilingual translation
- Social Media (NextDoor, Facebook, Twitter, Instagram)
- City Manager E-Newsletter
- Changeable message sign

# DOOR HANGER



## Scott Street Grade Separation



**We Request Your Input**

The City of San Bruno is evaluating **two options** for the pedestrian and bicycle crossing at the railroad tracks at Scott Street: An **overcrossing** (bridge) and an **undercrossing** (tunnel). Photo simulations and a survey are available on the virtual open house.

What: Virtual Open House (Visit Any Time)  
[www.ScottStGradeSep.com](http://www.ScottStGradeSep.com)

When: October 15 - November 4, 2020

How: Online Survey (Preferred) or by Phone  
(650) 616-7065

You received this door hanger because your property is within a critical area near the Scott Street rail crossing and the San Bruno Public Works Department would like to hear from you.




## Separación de Grado de la Calle Scott



**Pedimos Su Opinión**

La ciudad de San Bruno esta evaluando **dos opciones** de cruzamiento para peatones y ciclistas sobre las vías del ferrocarril en la calle Scott: Un **punto sobre el cruce** y un **túnel debajo del cruce**. Simulaciones de fotos y una encuesta están disponibles en el sitio de Web.

Que: Casa Abierta Virtual (Visite a toda hora)  
[www.ScottStGradeSep.com](http://www.ScottStGradeSep.com)

Cuando: Octubre 15 - Noviembre 4, 2020

Como: Encuesta En línea (Preferible) o Teléfono  
(650) 616-7065

Usted recibió este colgador por que su propiedad esta en una área critica cerca del cruzamiento de ferrocarril sobre la calle Scott y el departamento de obras publicas de San Bruno pide su opinión.



# SOCIAL MEDIA



**The City of San Bruno**

36m · 🌐

The South Linden / Scott Street Grade Separation Project Virtual Open House is now open! Visit the virtual open house at your convenience and take our survey, available now through November 4, 2020. Learn more about this project and planning options at <http://www.scottstgradesep.com/>.

¡La Casa Abierta Virtual del Proyecto de Separación de Grado de South Linden / Scott Street ya está abierta! Visite la casa abierta virtual a su conveniencia y responda nuestra encuesta, disponible desde ahora hasta el 4 de noviembre de 2020. Obtenga más información sobre este proyecto y las opciones de planificación en <http://www.scottstgradesep.com/>.

See Translation



**City of San Bruno** @CityofSanBruno · 8m

The South Linden / Scott St Grade Separation Project Virtual Open House is now open! Visit the virtual open house at your convenience and take our survey, available now through November 4, 2020. More info at [scottstgradesep.com](http://www.scottstgradesep.com).



# NEWSLETTER

## Scott Street Grade Separation Open Virtual House / Survey

The Linden Avenue and Scott Street Grade Separation Planning Study Project is the study of a grade separation for the northernmost railroad crossing in San Bruno at Scott Street. This is the last at-grade railroad crossing in our City. A railroad grade separation is a method of aligning the railroad tracks to cross another surface transportation using an underpass or overpass at different elevations (grades) so they will not disrupt the vehicle traffic flow when they cross each other. The City of San Bruno partnered with the City of South San Francisco and applied to the San Mateo County Transportation Authority (TA) for funding of a Planning Study for a joint project to grade separate Scott Street in San Bruno and South Linden Avenue in South San Francisco. Due to their proximity, the grade separations at Scott Street and South Linden Avenue must be evaluated together and both crossings be completed as one package because one grade separation will impact the other.

The Planning Study phase is nearing completion and the City needs to decide on a preferred option – a pedestrian/bicycle overcrossing or undercrossing. We developed a virtual open house to provide information on this project and launched a survey to collect your feedback. Please take a moment for a [tour](#) and provide your [input](#)!





# CHANGEABLE MESSAGE SIGN



# CHANGEABLE MESSAGE SIGN





# VIRTUAL OPEN HOUSE

[www.ScottStGradeSep.com](http://www.ScottStGradeSep.com)

## SCOTT STREET GRADE SEPARATION PROJECT





# VIRTUAL OPEN HOUSE STATS

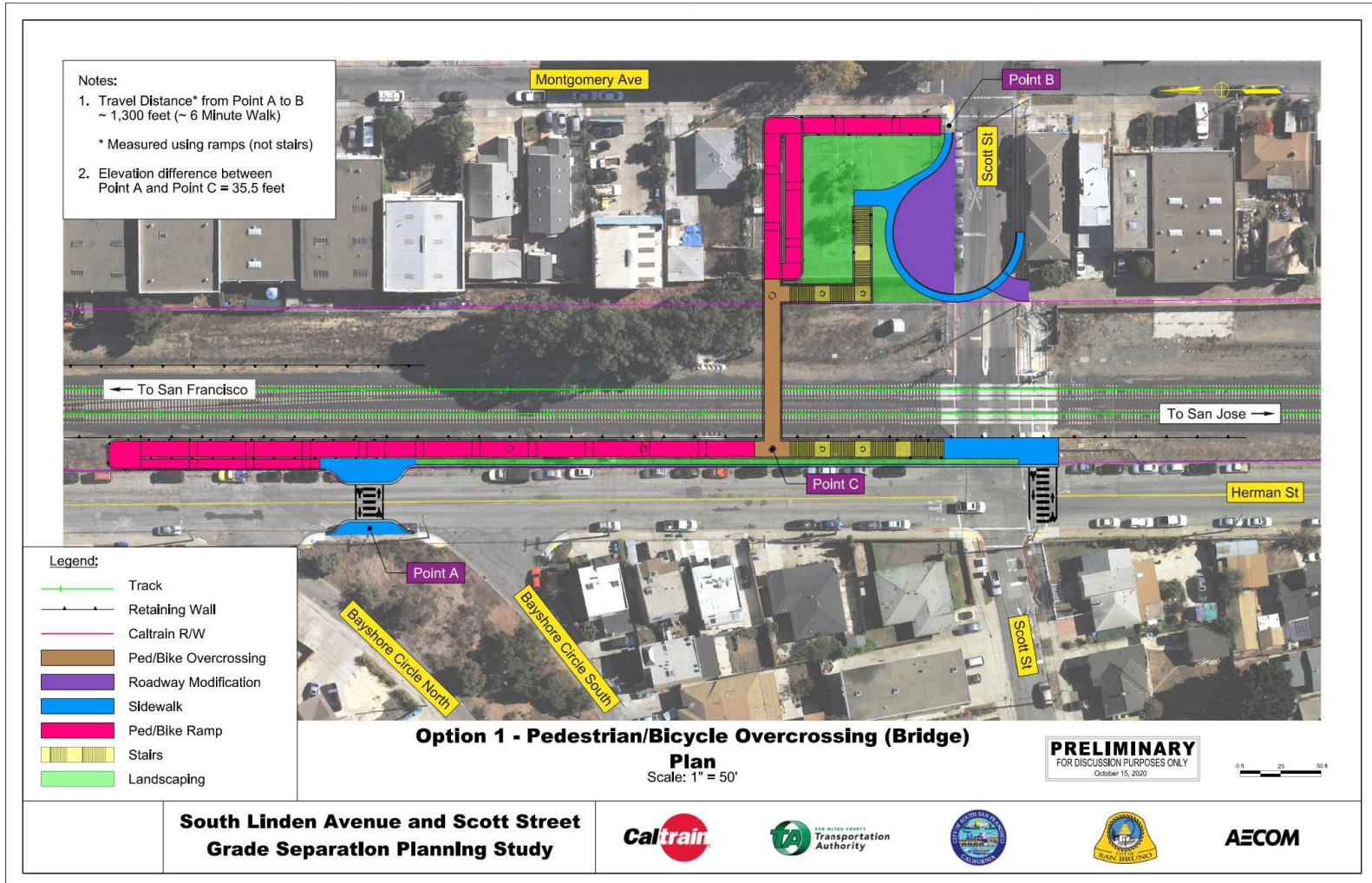
- Total 478 visits from October 15 to November 4
- 386 unique visitors
- Average 12-14 minutes spent in virtual open house
- 43 survey respondents
  - 32 were residents or businesses in the vicinity

# OVERCROSSING BIRDSEYE VIEW





# OVERCROSSING PLAN VIEW



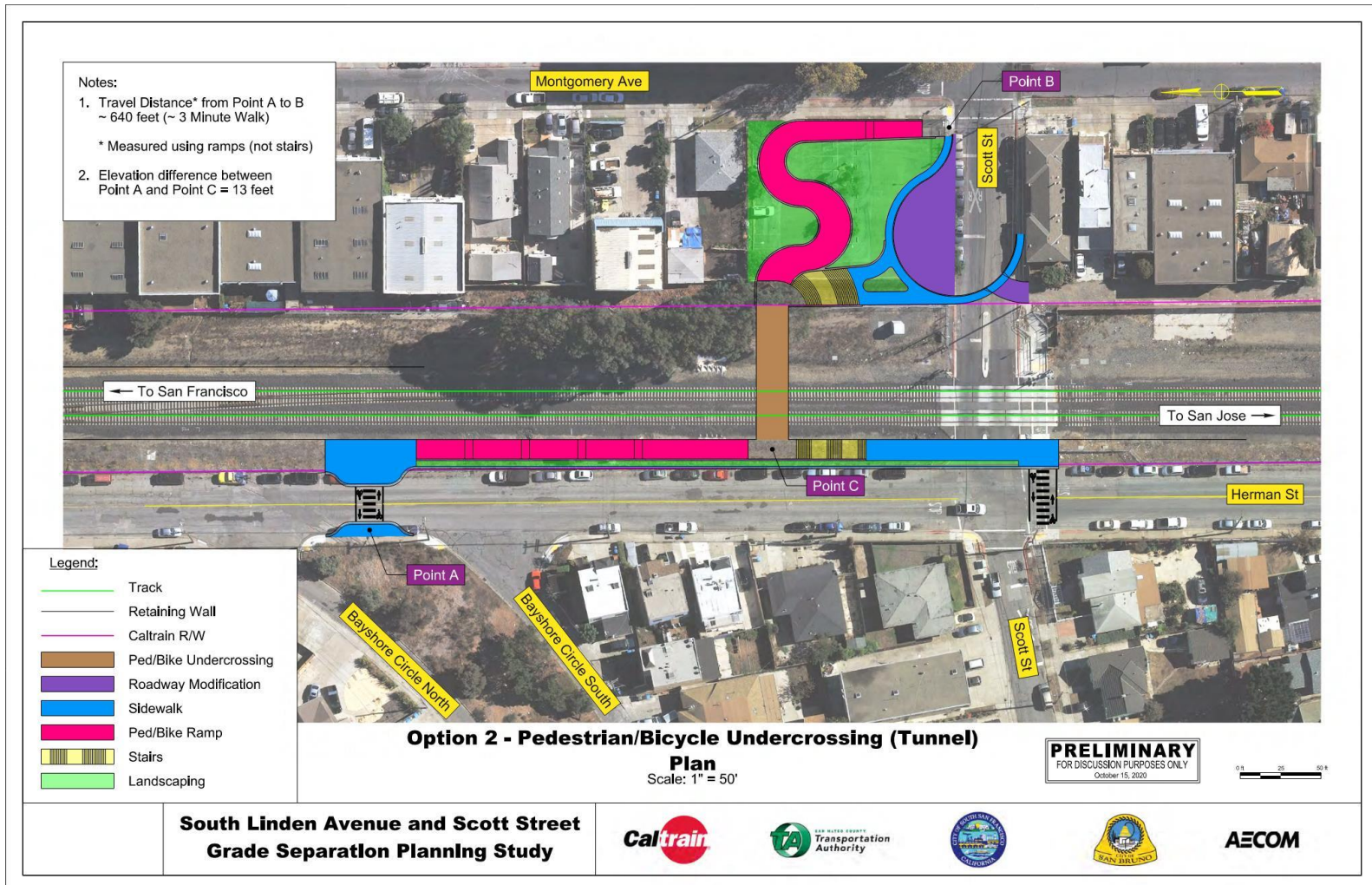


# UNDERCROSSING BIRDSEYE VIEW







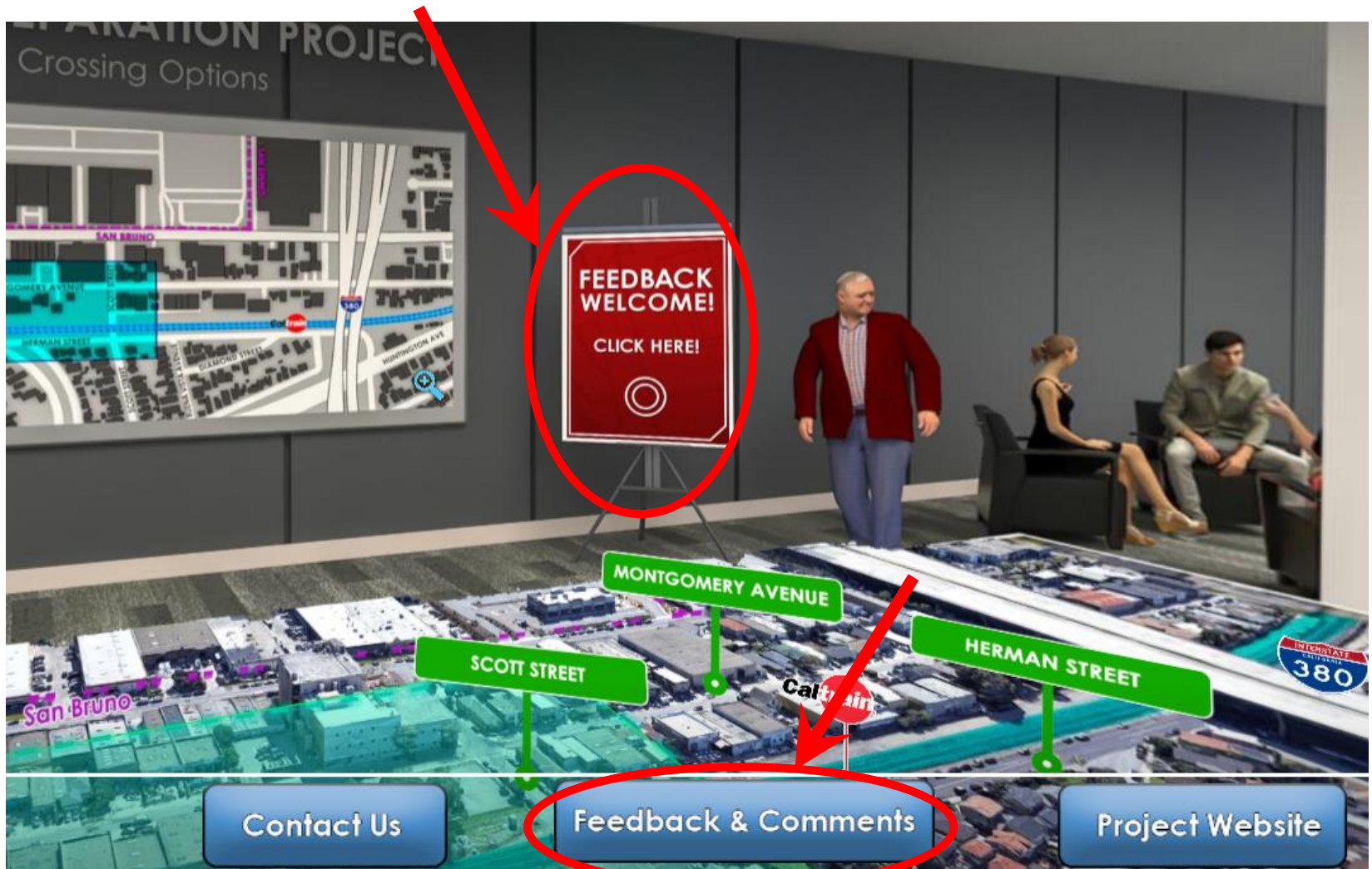
# UNDERCROSSING PLAN VIEW



# ADVANTAGES AND DISADVANTAGES

Option	Advantages	Disadvantages
 <p><b>Option 1</b> Pedestrian/Bike Overcrossing</p>	<ul style="list-style-type: none"> <li>▪ <b>Higher Visibility</b> Provides visual transparency and allows users to be seen from street level, potentially increasing safety</li> <li>▪ <b>Not Susceptible to Flooding</b> Elevated path eliminates flooding potential</li> </ul>	<ul style="list-style-type: none"> <li>▪ <b>Greater Travel Distance</b> Longer ramps, greater elevation difference, more difficult/time to cross (twice the length of the undercrossing)</li> <li>▪ <b>Significant Visual Impact</b> Pedestrian/bike ramp will be taller than surrounding homes and most businesses</li> <li>▪ <b>Less Privacy for Residents</b> The overcrossing is projected to be approximately 40 feet above street level and 15-25 feet above neighboring homes</li> </ul>
 <p><b>Option 2</b> Pedestrian/Bike Undercrossing</p>	<ul style="list-style-type: none"> <li>▪ <b>Shorter Travel Distance</b> Shorter ramps, less elevation difference, easier/less time to cross (half the length of the overcrossing)</li> <li>▪ <b>Low Visual Impact</b> Majority of the structure is below grade and less visually prominent</li> <li>▪ <b>Greater Privacy for Residents</b> Avoids the tall structure of the overcrossing</li> </ul>	<ul style="list-style-type: none"> <li>▪ <b>Lower Visibility</b> Pedestrians in tunnel cannot be seen from street level</li> <li>▪ <b>More Susceptible to Flooding</b> May be mitigated through design and maintenance standards</li> </ul>

# SURVEY





# SURVEY QUESTIONS

## Current Project Status:

Thank you for visiting the Scott Street Grade Separation virtual open house. Please provide the City of San Bruno with your feedback on the pedestrian/bike crossing options.

## Survey:

1. What are your most important considerations for a pedestrian/bike crossing structure? (Choose up to **three**)
  - ☐ Lessen Encampments and Maintenance Issues (Vandalism, Trash, Weeds)
  - ☐ Greater Privacy for Residents (avoids tall structure above neighboring homes and businesses)
  - ☐ Higher Visibility (pedestrians and bicyclists can be seen from street level for overcrossing)
  - ☐ Less Susceptible to Flooding (elevated path)
  - ☐ Low Visual Impact (majority of structure is below grade for undercrossing)
  - ☐ Shorter Travel Distance (shorter ramps, less elevation difference, less time to cross tracks)
  - ☐ Other (please specify)

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# SURVEY QUESTIONS

2. Which pedestrian/bike crossing option do you prefer at Scott Street?

- ☐ Option 1 – Ped/Bike Overcrossing (Bridge over Tracks)



**Scott Street**

Rail Partially Elevated with a Ped/Bike Overcrossing

- ☐ Option 2 – Ped/Bike Undercrossing (Tunnel under Tracks)



**Scott Street**

Rail Partially Elevated with a Ped/Bike Undercrossing

# SURVEY QUESTIONS

3. Do you have any questions or comments about the project?

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4. Where do you live?

- ☐ Fifth Addition Neighborhood
- ☐ Other Neighborhood in San Bruno
- ☐ Other (Please Specify)

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5. Contact Information\*

Name: \_\_\_\_\_

Email Address or Phone Number: \_\_\_\_\_

\* Required field

# SURVEY FEEDBACK

- Crossing Preference
  - 24 selected undercrossing
  - 16 selected overcrossing
  - 3 did not make a selection
- Main Considerations Selected by Respondents
  - Lessen Encampments/Maintenance – 26 (crossing type neutral)
  - Shorter Travel Distance - 21 (favours undercrossing)
  - Greater Privacy for Residents - 19 (favours undercrossing)
  - Lessen Visual Impact - 18 (favours undercrossing)
  - Visibility of Pedestrian/Bicyclists - 15 (favours overcrossing)
  - Other - 8 (various responses)
  - Less Susceptible to Flooding - 7 (favours overcrossing)

# STAFF RECOMMENDATION

- Pedestrian/bicycle undercrossing
  - Community Support
  - Shorter travel distance
  - Less visual impact to the community
  - Greater privacy for residences

# MAINTENANCE AGREEMENT

- Typically developed and negotiated between final design and construction but can begin sooner
- Existing maintenance agreement for San Bruno Avenue
- Caltrain typically assumes responsibility for rail-related maintenance so for pedestrian/bicycle crossing, Caltrain would likely maintain the structure and lighting
- Other maintenance tasks are subject to discussion and negotiation including, but not limited to:
  - Cleaning (and frequency of),
  - Graffiti removal,
  - Stormwater and sewer pumping systems,
  - Tree and vegetation maintenance, etc.

# NEXT STEPS FOR TONIGHT

- Questions
- Public Comment
- Council Direction
  - Preference for Pedestrian/Bicycle Crossing Type



# CONTINUATION OF PROJECT

- Complete Project Study Report
- Seek funding for next phases
  - Currently, numerous City-led grade separation projects underway and at various stages of development
  - Cities currently compete for limited funding and priority

# THANK YOU!



Scott Street in San Bruno